

3-9899

SECRET

MEMORANDUM FOR: Deputy Director of Central Intelligence

VIA: Deputy Director (Plans)

SUBJECT: Assignment of Aircraft

REFERENCE: Memorandum from United States Air Force to this Agency, dated 2 June 1958, subject as above

1. It is recommended that the attached memorandum to the Chief of Staff, United States Air Force, be signed by the Deputy Director of Central Intelligence.

2. The referenced memorandum advised that the United States Air Force is taking action to install red instrument lighting on C-47 Number [redacted]. It also informed this Agency that the installation of R-1830-94 engines on this aircraft had been investigated, but recommended that the present engine configuration be retained.

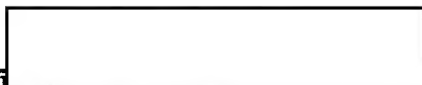


25X1

Chief
Psychological and Paramilitary Staff

Attachment
Letter to Chief of Staff, USAF

CONCUR:



Date

SECRET

25X1
PP/AS/Wet
11 June 58
attache
2-2 R; 1-SD/p; 2-PP/AS; 1-R/FI.

AFXPD-TB

2 JUN 1958

MEMORANDUM FOR DEPUTY DIRECTOR, CENTRAL INTELLIGENCE

SUBJECT: Assignment of Aircraft

REFERENCES: A. CIA memorandum, subject as above, dated 1 April 58.

B. AFXPD-TB memorandum, subject as above, dated
9 May 58.

1. Action is being initiated by this Headquarters to effect the installation of red instrument lighting on C-47 aircraft number

25X1

2. The feasibility of installation of R-1830-94 engines on this aircraft has been investigated and it is recommended that the present engine configuration be retained. Although the R-1830-94 engine incorporates a number of internal refinements and a two-stage blower which permit higher power output and better performance at higher altitudes, this recommendation is based on the following:

a. This type engine is not available within the Air Force and extensive logistic problems would be created at Bolling AFB and elsewhere to provide the back-up for this particular engine.

b. Special overhaul arrangements would be required for the engines and peculiar components and accessories.

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Memo for D/D, Central Intelligence, subj: Asgmt of Acft (Contd)

c. Since this would result in a non-standard Air Force installation, logistic support at any USAF Air Base would be difficult.

3. Your concurrence with the above recommendation is requested.

FOR THE CHIEF OF STAFF:

GLEN W. MARTIN
Brigadier General, USAF
Deputy Director of Plans, DCS/P&P

~~CONFIDENTIAL~~

Executive Registry
10-3617

AFXPD-TB

9 MAY 1958

MEMORANDUM FOR DEPUTY DIRECTOR, CENTRAL INTELLIGENCE

SUBJECT: Assignment of Aircraft

1. Reference is made to your memorandum, subject as above, dated 1 April 1958.
2. Action is being taken to determine the feasibility of installing 1830-94 engines and red-lighting in C-47 number within current Air Force policy for modification and/or modernization of other than first-line aircraft. 25X1
3. With reference to paragraph 3 of your memorandum, subject, "Assignment of Aircraft," dated 26 December 1957, a C-54 aircraft will be made available from present resources, insofar as possible, on a mission basis until the personnel support problem has been resolved in accordance with our memorandum, subject, "Assignment of Aircraft," dated 14 March 1958. Concurrent with resolution of the personnel problem, action will be taken to allocate an additional C-54 aircraft to Headquarters Command, Bolling AFB, on a special mission code to meet the stated requirements.

FOR THE CHIEF OF STAFF:

5/
GLEN W. MARTIN
Brigadier General, USAF
Deputy Director of Plans, DCS/P&P

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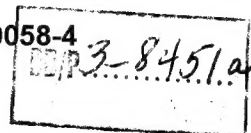
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ER 10-2415

1 APR 1958

MEMORANDUM FOR: Chief of Staff, United States Air Force

ATTENTION: Chief, Subsidiary Plans Division

SUBJECT: Assignment of Aircraft

1. Reference is made to your memorandum, dated 14 March 1958, subject as above, in which you indicate that a C-54 aircraft would be allocated to meet our requirement in lieu of C-47 (Number) now staff assigned to this Agency.

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2. The above proposal will not meet our overall requirements and apparently our memorandum of 26 December 1957 has been incorrectly interpreted. Our memorandum of 25 November 1957 requested a C-131E type aircraft be made available to replace C-47 (Number) on a staff assigned basis. However, due to non-availability of a C-131E, our request was not favorably considered by your Headquarters.

25X1

3. Our memorandum of 26 December 1957 then requested 1830-94 engines and red-lighting be installed for the cockpit instruments in our staff assigned C-47 (Number). It further requested that a C-54 be made available to us in the Washington area on a priority basis when required.

25X1

4. It is not feasible to conduct certain operational missions which we have a requirement for in the Washington area with a C-54 type aircraft. In view of this, it is again requested that our request contained in paragraph 3 of our memorandum, dated 26 December 1957, be favorably considered.

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5. Reference paragraph 3 of your memorandum, dated 14 March 1958, concerning reimbursement for personnel, which also has been informally discussed with me by Lt. Col. L. F. Prouty, of your Headquarters, I understand a United States Air Force position memorandum will be forthcoming on this subject and, it appears this should be treated as a separate item.

6. Your favorable consideration of our requests will be greatly appreciated.

C. P. Cabell
Lieutenant General, USAF
Deputy Director

25X1
PP/[]:cm
27 March 1958

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SECRET

3-8451

~~CR 10 2/73~~

MEMORANDUM FOR: Deputy Director of Central Intelligence

VIA: Deputy Director (Plans)

SUBJECT: Assignment of Aircraft

1. It is recommended that the attached memorandum to the Chief of Staff, United States Air Force, be signed by the Deputy Director of Central Intelligence.

2. Our memorandum of 26 December 1957, subject as above, apparently was not correctly interpreted by the United States Air Force. Rather than requesting a C-54 in lieu of C-47 (Number), we requested that the engines in the C-47 be replaced with 1830-94 engines and, in addition, a C-54 be made available in the Washington area for approximately thirty hours per month on a priority basis.



**Chief
Psychological and Paramilitary Staff**

CONCURRENCES:

Deputy Director (Plans)

[Signature]
Office of Training

Date

28 Mar '58

Date

SECRET

SECRET

MAR 14 1958

AFIPD-SP-TB

MEMORANDUM FOR DEPUTY DIRECTOR, CENTRAL INTELLIGENCE AGENCY

SUBJECT: Assignment of Aircraft

1. Reference is made to your memorandum, subject as above, dated 26 December 1957, wherein the requirement for an aircraft with increased capability over that provided by the C-47 aircraft currently available was presented. The above cited memorandum also stated that airlift requirements for calendar year 1958 would involve a total of approximately 30 hours flight time per month.

2. A large configured C-54 aircraft can be made available to Bolling Air Force Base to meet your stated requirements, however, the additional maintenance and airman aircrew personnel required in support of the aircraft are not available within the established Air Force ceiling. In view of this the following action is proposed:

a. This Headquarters will allocate one C-54 aircraft to Bolling Air Force Base in lieu of the C-47 now available to provide the capability for that base to meet your requirements. Since your stated total monthly airlift requirements will amount to approximately 30 hours, concurrent with the allocation of a C-54, the C-47 will be withdrawn.

b. Bolling Air Force Base through Headquarters Command, USAF, will be charged with the responsibility of providing approximately 30 hours of C-54 aircraft flying time per month on an on-call basis in support of your requirements.

c. Your Agency will have priority for utilization of a C-54 aircraft for the programmed 30 hours per month, upon presentation of requirements not less than 72 hours in advance.

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Memorandum for CIA, subj: Assignment of Aircraft, (CWTD)

d. Requirements in excess of approximately 30 hours per month are not governed by the priority established herein and will be handled on an individual basis at time of presentation.

e. Flying time available after satisfaction of programmed agency requirements will be utilized at the discretion of Bolling Air Force Base for normal Air Force area support.

f. Standard flying hour and demurrage charges will be made.

3. In accordance with AFM 26-1, four airman spaces are required to support the maintenance necessary to provide 30 hours per month of C-54 aircraft time. In addition aircrew requirements will require a minimum of two airman spaces. Since manpower resources are not adequate to meet the additional requirement imposed by the allocation of an additional aircraft, it is proposed that your agency should reimburse the Air Force for the cost of the additional airman required. This cost computed at the standard reimbursement rate for airman will amount to approximately \$2000 per month.

4. Your concurrence with the methods for meeting your airlift requirements as outlined above is requested. In addition, concurrence on airman reimbursement, to be effected through normal quarterly billing, will be necessary before this Headquarters can complete aircraft allocation action.

FOR THE CHIEF OF STAFF:

5/
GLEN W. MARTIN
Brigadier General, USAF
Deputy Director of Plans, DCS/P&P

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ER 9-9348/c

26 DEC 1957

MEMORANDUM FOR: Chief of Staff, United States Air Force
Washington, D. C.

ATTENTION: Chief, Subsidiary Plans Division, Team B

SUBJECT: Assignment of Aircraft

1. Reference is made to your memorandum, subject as above, dated 9 December 1957, in which you advised that it was not possible to replace the C-47 with a C-131E aircraft.

2. This Agency conducts certain operations on a continuing basis which require better single-engine performance and cockpit lighting than can be provided by the C-47 (Number). In addition, it is anticipated that our airlift requirements during calendar year 1958 will involve a total of approximately 30 hours flight time per month in an aircraft with greater speed and cargo-carrying capability.

25X1

3. In view of the foregoing, it is requested that the engine on C-47 (Number) be replaced with 1830-G4 engine and that red-lighting be installed for the cockpit instruments. It is further requested that a C-54 G aircraft be made available to us in the Washington area on a priority basis when required.

25X1

4. Your favorable consideration of these requests will be greatly appreciated.

SIGNED

C. F. CANNELL
Lieutenant General, USAF
Deputy Director

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25X1

SP/ [redacted] :cm
25 December 1957

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20 DEC 1957

MEMORANDUM FOR: Deputy Director of Central Intelligence
VIA: Deputy Director (Plans)
SUBJECT: Assignment of Aircraft
REFERENCE: USAF Memorandum to DDCI, Same Subject,
Dated 9 December 1957

1. It is recommended that the attached memorandum to the Chief of Staff, United States Air Force, be signed by the Deputy Director of Central Intelligence.

25X1 2. Reference memorandum advised that USAF was unable to replace C-47 Number [] with a C-131 E as requested in our memorandum of 25 November but concurred in a replacement aircraft with greater speed, range, and cargo-carrying capacity and requested our definite airlift requirements to be used as the basis for the allocation of a suitable replacement.

[]
Chief
Psychological and Paramilitary Staff

1 Attachment
Letter for DDCI
Signature

CONCURRENCES:

25X1 16/ [] 21 Dec 57
Deputy Director (Plans) Date

25X1 1/ [] 20 Dec 57
Director of Training Date

25X1

Approved For Release 2002/11/13 : CIA-RDP80B01676R001200040058-4

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MEMORANDUM FOR: General Casell

Re the attached-- [redacted] asked that paragraph 2a be called to your attention. He stated that this is not what your letter (cy attached) asked for, and that he has called Colonel Prouty on the matter and will follow up with another letter. He says they apparently mis-interpreted your letter.

B-

Note by CLK.
17 Mar 58
(DATE) *made*

FORM NO. 101 REPLACES FORM 10-101
1 AUG 54 WHICH MAY BE USED.

(47)

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6 June

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